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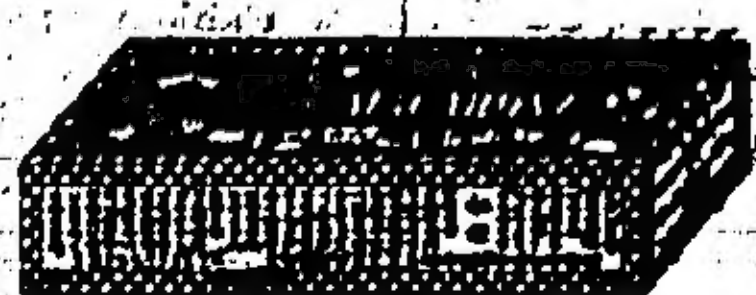
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### THE PRESENT AGE. THE AGE OF COAL.

Man's history in its broadest aspect has been one long struggle towards civilisation, with Nature as the capitalist. Jealous of her wealth, which she could not hold for ever from man, Nature has doomed him to a hard fight for a bare existence almost preventing him, by the sheer difficulty of life, from attempting to wrest her secrets from her. Around him, man has been almost limitless energy, just beyond his grasp. Lack of knowledge of how it could be turned to useful account has forced man to labour instead of to live. Reluctantly, as man insistently demanded them, Nature has parted with some of her secrets. This gradual mastery of man over Nature, rather than the mastery of one man or race over another, to which our histories give such prominence, is that which underlies progress. The neglect of this aspect has given rise to much confused thinking; the precise conditions under which Nature allows the existence of man upon this planet has rarely been adequately recognised. To-day many of these terms are more or less clearly stated. But that is not sufficient. More than once the recognition of the principles upon which a state of being exists has occurred too late in its development. All life is a flux. The power to maintain the state may be already decaying by the time the principles underlying its being are recognised. Knowledge once gained is merely dead history except so far as it suggests the problems and developments of the future. It is, therefore, no idle speculation to pause for a moment to survey our present existence and its civilisation, to see what prospect of stability Nature offers it and upon what conditions.

History has named each age of man by what it considers the controlling factor in man's development during the age. Thus it has divided time into the Stone Age, the Bronze Age, the Iron Age and the Steel Age. In the Stone Age, the Bronze Age, the Iron Age and the Steel Age, the controlling factor has been the material which has been used for tools, weapons, and other objects. The Stone Age is the age of the flint tool, the Bronze Age is the age of the bronze tool, the Iron Age is the age of the iron tool, and the Steel Age is the age of the steel tool. The controlling factor in the Stone Age is the flint tool, in the Bronze Age is the bronze tool, in the Iron Age is the iron tool, and in the Steel Age is the steel tool. The controlling factor in the Stone Age is the flint tool, in the Bronze Age is the bronze tool, in the Iron Age is the iron tool, and in the Steel Age is the steel tool.

One answer has been suggested by the discovery of recent years. In 1896 Becquerel discovered the property of radio-activity. Of the so-called radioactive elements uranium and radium are the most important. A study of their properties has led to the unmistakable conclusion that the elements are not permanent. The famous words of Clerk Maxwell, spoken in 1873, are no longer true. He said, "Natural causes, as we know, are not at length destroyed, all that is generated and dimensions of the earth and the whole solar system. But though in the course of ages catastrophes have occurred and systems may be dissolved and new systems evolved out of their ruins, the molecules out of which these systems are built—the foundation stones of the material universe—remain unbroken and unaltered." In the last twenty years, we have seen molecules (or rather atoms) breaking. They are not the foundation stones, but are crumbling aggregates, crumbling by a tremendous evolution of energy. Every hour the energy given out by a gram of radium is enough to heat its own mass of water from the freezing point to the boiling point. Yet after this steady stream of energy and shows little sign of failing. In its lifetime, or rather in its complete transmutation, which requires thousands of years, radium gives out as much heat as can be obtained by the complete combustion of 25,000 times its own weight of coal. Here then in the store of energy, to all intents and purposes, can man only discover the key by which it may be liberated.

But Science has a word of warning to pronounce. The triumphs of the age have been great, very great, but how many people realise that this era differs from preceding eras only in the utilisation of the energy of fuel? The ignorance of ancient civilisations of the influence distinguishing them from their predecessors is paralleled to-day. Civilisation has found a new life blood and, instead of realising it as such, is treating it as a thing to be bought and sold for commercial gain. The real use is simply a by-product of the fuel, coal is the most important, and as a name may stand for all of them. "What is it and what is it worth, what does it cost and what is its cost Nature? By industry man digs it from the earth. The wealth that it produces is considered a just return for the cost of excavation and transportation, plus various "squeeze," legitimate and illegitimate. And its price so fixed in silver or gold is still sufficiently low for us to afford to waste it. But does its price measure its value; is worthless stuff like silver or gold fit to be offered for such a valuable thing as coal? As well might one attempt to measure the value of a man in terms of the cost of kidnapping him. Better could his value be measured in terms of the pain expended in giving him birth and in the care and devotion spent in making him what he is. Still his value is even more than that. And for it is worth more than man pays; it is even worth more than it has cost Nature to produce it. Solar energy spread over almost incredible epochs of time has been required to produce the coal of the world. It is quite impossible to calculate what the cost to Nature has been or how many centuries Nature would require to replace what is now burnt in a single year. We have learnt how to use it and are scraping it madly to use it to get what ease and luxury we can; it is our chance of stealing something from posterity and no prison at present saves us in the face of our criminal waste. Primitive man, had he depended upon the supplies of energy which Nature sent him day by day, we have found one of Nature's stores of capital and are going to spend it, shutting our eyes to the fact that it is capital and not income.

Our civilisation, as we imagine it, can only be stable if we spend out of income; our capital has cost untold ages to store and at our present rate of spending cannot last more than a few centuries.

Is it too late to escape this approaching end of our fuel supply? It probably is. The vast political changes needed to effect it are incredible in the time at our disposal and even if they could be miraculously effected, an unthinkable change in the nature of man would be required to prevent him enjoying what he has for the good of a future age.

Does Science offer any hope? It offers one. Nature holds out to us another source of energy, whose power is almost infinitely greater than any that has been at our disposal up to the present. But the difficulty of solving its utilisation transcends any problem with which Science has yet been faced. It may be insoluble. If so future man will have to accept it. What he will think of our prodigality we shall be past knowing, perhaps the better for us.

A similar though probably less important danger faced as some years ago. At the British Association Sir William Crookes pointed out that, with the increased use of land for the production of wheat necessary for the growing population of the globe, the world's supply of nitrates was fast diminishing and, unless some other source of nitrates became available, the failure of the wheat supply was only a question of time. In the atmosphere was an almost illimitable supply of nitrogen, but useless for manure. A few years of experiment solved the problem. Nitrogen from the atmosphere can be fixed and the necessary nitrates produced in any amount so long as power is available. The problem has thus become merged in the one already stated viz. how long can the globe with its growing population exist with the natural resources of energy of which we are able to avail ourselves?

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Such quantities of energy as are represented in every scrap of matter around us pass comprehension. The sudden release of the energy from even a few pounds of matter would probably suffice to wreck a continent. Fortunately, matter sleeps soundly and changes slowly. At the present we are no more capable of making use of this energy than a savage is unable to kindle a fire could make use of a steam turbine. Every attempt that has been made to effect a change in the rate of transmutation of a radio-active element has resulted in signal failure. Our feeble attempts at disintegration appear like an attempt to sink a liner with a feather. The atom would seem to have little to fear from attempts we can make to break it. In Nature's laboratory it has been through fires and subjected to pressures which we can never hope to apply. Its very existence to-day is adequate evidence of its fitness to survive.

But the hope of the scientist to tap this almost limitless store of energy is not to be lightly dismissed. Science has before accomplished what seemed impossible; yet the more the problem is examined at present the greater seems the certainty that failure can be the only result. Success would mean the certain supply of the necessary energy that must be available to support man in the comfort and civilisation in which he has been reared. Failure would mean almost certain retrogression. What might be the effect of placing such enormous stores of energy at the disposal of everybody it is difficult to foresee. It seems that a man would turn to his own hands the lives of himself and thousands or even millions of his fellow creatures; the destruction of whom could be effected at his whim. If reliance holds that in store it is perhaps better that the problem should never be solved. But in working towards the solution there is a wealth of knowledge to be gained which no other present avenue of research can hope to rival.

### THE TRADE OF JAPAN. YOKOHAMA FOREIGN BOARD'S REVIEW.

Mr. F. H. Bugbird, Chairman of the Yokohama and Tokyo Board of Trade, in the course of a speech at the annual meeting of the Board recently said:—  
The trade of 1919 has proved excellent for Japan. Twelve months ago nearly everyone was more or less pessimistic regarding the future, as business was dull and prices declining, but a sudden revival took place, and the year 1919 broke all previous records.

The total Import and Export trade of the country amounted to 41 billions of Yen as against 31 billions for the year 1918. Import and Export values were almost equally divided, but the balance of trade was again for the first time since the commencement of the War against Japan to the extent of 75 millions of Yen.

Although it may be imprudent to speak of the future, it is expected that this condition will continue. The high rates of exchange on foreign countries makes export business rather difficult, whilst it stimulates imports.

RECORD DUE TO ENHANCED VALUES.  
It is an agreeable task to record the wonderful development of this country, but we must not forget that 1919 surpassed all previous records by reasons of enhanced values rather than increased quantities.

To give you an idea of these increased values I will give you the differences of prices in 1919 of a few well-known articles as compared with 1914:—

	Per cent.
Raw Silk advanced nearly	150
Habutai	150
Cotton Yarns	275
Grey shirtings	200
Copper	64
Fish oil	225
Vegetable wax	80
Campur	330
Wheat	180
Matting	80
Coal	120
Rice	140
Ten	35
Matches	180

At the end of the year orders were still coming in.  
THE RECONSTRUCTION PERIOD.  
There is no doubt that very large quantities of goods are required for the million of men returning to civil life after fifty months of war. The reconstruction of industries, the war-torn countries is very slow, taking time to adapt work-people and factories to the new conditions. It is not to be expected that this can be effected quickly, and in the meantime countries like Japan which have been practically undisturbed by the War have increased their production and should benefit under existing conditions.

THE HIGH PRICES.  
High prices for all necessities of life are the rule, and there are other reasons for this besides the increased demand. Labour is continually agitating for higher wages, and shorter hours of labor. Strikes are of frequent occurrence, and thus the cost of production increases. Further, another factor in the cost of products is the "get-rich-quick" spirit which pervades large numbers of people of all classes. We have noticed that prices are often advanced beyond all reason because of a good demand, but, although high prices are very attractive to sellers, I expressly hope our Japanese friends will realise before it is too late that it would be a better policy to quote reasonable prices and make deliveries in order to retain markets and be in a strong position when competing foreign manufacturers will be again operating against them.

THE IMPORT TRADE.  
As the Import Trade we notice that all the principal articles of import have shown an increase in quantities, as might have been anticipated by the lifting of import duties on the termination of the War. Iron bars, cotton and woollen cloth alone have decreased.

Our report will show you the increased value of such imports as cotton, rice, wheat, flour, soy beans, sugar, kerosene, oil, cake, sulphate of ammonia, indigo and spinning machinery.  
One item which figured largely in 1918 has nearly disappeared during the year under review. I refer to steamships. In this industry Japan has made such marvellous progress that instead of depending upon foreign countries for her mercantile marine she has now become a supplier to the nations of the world.  
In the year 1914 she launched 78,000 tons of steamers of over 1,000 tons dead-weight. In 1919 she increased this to 820,000. At the beginning of the Great War Japan possessed a Mercantile Fleet of 1,800,000 tons; by the end of last October she had increased this to 2,910,000. She is to be congratulated upon such a magnificent progress.

Yokohama has shared in the development of Japan's trade. We retain first place in Exports, our share being 43 per cent., and stand second in Imports, our share being 32 per cent. of the country's import trade.  
CONGESTION AT THE CUSTOMS COMPOUND.  
The congestion on the Customs Compound is such as never before experienced. No room can be found for goods discharged from steamers, and lighters are kept waiting weeks before they can be unloaded. Ships are detained for days for want of receiving lighters, and if the conditions continue shipowners will either avoid the port or increase the freight rates considerably in order to recover demurrage. All this is most detrimental to the trade of Yokohama and should be remedied before it is too late.

### GERMANS IN JAVA SERVICE. WAR PRISONERS FROM JAPAN.

Reports have reached Holland, showing that numbers of German war prisoners are arriving at Batavia from Japan, to take up official appointments in the Dutch East Indies. Two hundred arrived in a Dutch steamer in February, and have received appointments in various branches of the Civil and Police services. Questions on the matter have already been put to the Minister for the Colonies in the Second Chamber at The Hague, and they indicate that there is considerable feeling in Holland and in the Colonies over the whole proceeding.

The Batavia newspaper, *Vrijheid van de Drukt*, states that the Germans were met on board the ship by the German Consul-General and two police officers, one of whom was the director of the police school. The Germans, many of whom were still wearing the white uniform of the German Marine Division of Kioochau, had their passages paid by the Dutch Government. Of these Germans 37, the newspaper says, will be enrolled in the police. Four of them are to become superintendents of police. Their names are Franz Kahler, born at Valsparrow; Otto Coepker, born at Saarbrücken; Walther Oehler, born at Lichterfelde; and Richard Leffler, born at Brunswick. Twenty-seven of them will be made inspectors (police-officers), and 56 first class constables (Hofhouding). Forty-eight Germans are also to be employed in the postal service; two in the Government Public Works Department. Four are to work under the Adviser for Chinese Affairs. Five will be placed in various appointments in the Agricultural Department, and four will serve the Marine Department.

The same newspaper, in an article "Our Protectors," said: "Some time ago we stated that a number of Germans were to be appointed to the Police here. This was denied by the authorities. Later, we had information to the effect that a great number of Germans now staying in Japan had asked permission to work in the Netherlands East Indies, and that the Netherlands East Indian Government had replied that they would be welcome. The reason put forward is that there are not sufficient candidates, so that recruits must be found elsewhere. But in view of the bad quality of all goods imported from Japan, the new import does not promise well for our future. We believe that our French, English, and especially Belgian fellow-countrymen would not be so easily impressed with the future police force. They know a bit about the Prussian bowl. We mean they know what a mistake is made of it."

### THE BOYCOTT OF JAPANESE GOODS. EFFECT ON SHIPPING BUSINESS.

In the last term's business results of the Nishin Kisen Kaisha which has the largest interest in the carrying trade in Chinese waters of all the Japanese shipping companies, there was still clear evidence of the effects of anti-Japanese feeling in China. At a general meeting of shareholders held on May 16th, when a dividend of 15 per cent. was declared, Baron Kondo, who is president of the Nishin Kisen Kaisha as well as the Nippon Yusen Kaisha, outlined the business situation as follows:—

The anti-Japanese movements on the Yangtze which had continued since the preceding term did not yet cease, and the consignments of Chinese merchants were shipped by other shipping companies. Moreover, the water in the river subsided to a greater extent than usual, and as this made necessary the suspension of services in some places, it proved an additional blow to the company. In these circumstances, freight receipts for last term were about 5,500,000 less than the figure for the preceding term, the decrease of freight carried showing a fairly large shipment were offered by Japanese and foreigner other than Chinese, and this combined with the favourable condition of exchange, appreciably offset the decrease in the freight receipts from Chinese sources. The receipt of insurance on the *Byo Maru*, which was sunk in an accident, also increased the income of the company.

Generally speaking, the present outlook is not encouraging. There is still no early prospect for the reunion of the North and the South in China, nor is it likely that the anti-Japanese movements in various places in that country will completely cease for some time. There are thus many unfavourable elements for the next business term, and we cannot be optimistic of the future.

It has been stated that the cause of the congestion is due to Importers leaving their goods in the Customs Compound, thereby avoiding the higher rates for storage in the town. If this be true the authorities should modify the Law, as Importers who are anxious to obtain their goods and cannot do so suffer loss of market and other incidental expense. It is seldom that delivery can be obtained in less than a month after the arrival of the steamer.

Your Committee has approached the Customs authorities on this question and has received assurances that a new regulation will be enacted, with the suggestion that much higher charges will be put in force. We cannot help thinking that simply raising the charges will not be at all satisfactory, as this tax will fall upon all Importers without distinction. What is needed is an opportunity to take delivery, and should an Importer fail to take advantage of this, the goods be bonded and subject to a heavy penalty before being released. After the expiration of a fixed period should the goods not be taken out of bond these should be sold by public auction.



## WOMEN IN HONGKONG.

June 1st.

Great interest is being shown in the first big show at Government House under the new leaders of our little world, and naturally everyone is ready with a large stock of criticism to fire off on the slightest excuse. There is one kind of ammunition that never needs re-stocking and that is criticism, for, like the oil in the widow's cruse, it is inexhaustible and, like it, indispensable to existence. It is the flavour of life, and it is also the very essence of life, for without the fun of seeing the faults in others, how appallingly inexcusable our own faults would be and how unendurable. Of course, everyone wants to know who has been favoured with 'Private Entree' cards, and why? The modern democracy does not appreciate fine distinctions without very special reasons, published along with the distinction. It gives the outsider a feeling of being classified with the common herd, and it is the pride of individuals among the common herd to recognize their own individuality, even if authority does not.

The permission to returned commissioned officers to wear uniforms will not, I think, be taken advantage of, though the khaki drill would be more comfortable and reasonable than Levee dress or thick silk-lined tail coats. Perhaps, if the permission had been worded as a request, men would have had the pluck to comply, but I venture to think that any returned demobilized war man who appeared in uniform in Hongkong would be socially ostracized and accused of swank. Returned soldiers draw a veil over those war years, excepting in the inner circle of "comrades" when tongues loosen and memory recalls the most wonderful experiences of a life-time—common experiences that will never be forgotten and that cannot be discussed here, where the war, excepting in the most impersonal sense, is an extremely unpopular subject.

A number of women want to know whether they will be considered disrespectful if they venture into the portals of Government House on a State occasion without gloves. Gloves, at present prices, are a luxury, almost beyond the dreams of avarice for any but the rich, and after all the rich will be in the minority when the Governor and his lady entertain the loyal subjects of Hongkong on His Majesty's birthday. Eight dollars a pair, four eights are thirty-two! Think of it. Thirty-two shillings odd for an unnecessary adjunct of a woman's toilet—and a very perishable adjunct. Most of us have out gloves out of our scheme of dress. The very thought of them makes my arms break out in anticipatory prickly heat. This climate is not conducive to ceremonials; what we want in Eastern climes is simplicity.

I hear that all the dress-makers are working over-time on new frocks or renovations, and yet when we are all dressed in our best and have faced a probable rain-storm in chairs and trams and chairs again, who in that terrific crush will be able to tell "other-from which" for everybody, who is, or isn't, or was, or is ever likely to be anybody, will be there?

The monthly meeting of the Hongkong Art Club was held at the Peak Hotel on Monday and one cannot fail to notice the prodigious strides the Club is making; each exhibition shows an improvement in the standard of work and a healthy and keen interest is manifested by all members. From a social point of view too, these gatherings are bright and interesting, and it is quite a relief to find the much rapid pseudo-art chat of Hongkong drawing rooms giving way to high-brow conversation on tones and composition and art and artists. Naturally a good deal of it is hot air, but that does not matter. It is a step in the right direction and a long way more interesting than the latest freshly-invented yarn about the delinquencies of Mrs. Flighty, who is supposed to be riding hot foot for the Divorce Court. Cheer-up Mrs. Flighty, and Mr. Flighty too; you cannot be divorced in Hongkong, though I am told it can be done in Manila for 50 cents.

A very encouraging feature for exhibitors in the Art Club is the system of voting for the best picture; it gives an interest to the proceedings and supplies that element of change and gambic which appeals to the best, as well as the worst, of us. There is, of course, no actual artistic value in the award, but it goes to show

the taste of the crowd, while if the award were left in the hands of trained critics the same people might win over and over again to the discouragement of the ordinary members. Now each member has an equal chance of striking the popular fancy. On Monday the choice was by no means easy for the general excellence of the exhibits was high; and Miss Vivienne Bowen has reason to feel pleased at the number of votes she commanded with her charming study of Delphinus in an artistic vase.

Several new-comers in the colony stand out as well above the amateur standard; for instance, Mrs. Humphrey's black and white work is full of originality and detail and definitely beautiful. Another new-comer, Miss J. Buzikova, is a young Russian lady, who has come to settle in Hongkong; her work is varied and imaginative and attracted universal admiration and notice. Mrs. McPherson's study of flowers in the corner of a room, against a window showing a glimpse of sea and sky, was a fine composition and most pleasing in effect. Most of the flower studies, the set subject for the month, were interesting. Mrs. Britten appears to be falling under the spell of Hongkong scenery. I venture to predict that, when the spell is complete, it will be difficult for any one to beat her as an interpreter of local scenery.

Mr. Cole showed some unfinished work, which was particularly interesting, revealing, as it did, the boldness and masterliness of his methods. His influence as a member of the club will be all towards tuning up to the concert pitch of the professional standard.

Some of the new members are anxious to enlarge the scope of activities and want to start a life class to meet once a week to work together from life. It appears that this scheme has already been tried and failed for want of a room with suitable light. Surely this difficulty is not insurmountable. I cannot help thinking that lack of general support was more likely the cause of past failure.

The last thing you ever hear about any body in Hongkong is anything to do with artistic talent. You hear all about their pretty clothes and their big houses, but the things that matter, never! And this is why I devote so much attention in my column to the Sketch Club and musical afternoons at the Helena May. It is good to take notice of people's efforts to amuse and instruct each other in a desire to keep themselves and the rest of us from degenerating into cabbages. Last week's musicale at the Helena May, though not quite as good as we well patronized as the first concert, was quite an enjoyable show. Here, as everywhere else, organizers are hampered by the lack of knowledge of people's attainments. I was sorry not to hear Mr. Froeborn in solo; his voice and his artistic rendering are lost in duet. A disadvantage to sound was the whirring of the electric fans; it seemed to disperse the sound, and I would suggest that, in future, the fans be stopped during the rendering of the separate items. The rattling of tea cups was another disturbing element for those in the back seats. Lady Stubbs, who made her first appearance as the new president, was welcomed by Mrs. Parr and responded suitably. I am in entire agreement with her expressed desire to see more of these social gatherings. We should all be the better for rubbing shoulders with people outside the charmed circle of our particular set.

The more you limit your set the more you develop that expression of boredom which is so remarkable on the faces of the best set in Hongkong, and as each set thinks itself the "Best Set," there are really very few people who look natural and dare to allow their expressions to denote that intense joy in life which comes to us in moments of good health and bright weather. I believe that any casual visitor to Hongkong could accurately classify the social and business positions of the various people travelling in the Peak Tram just by studying their facial expressions, when they are addressing others in more exalted or more lowly positions than themselves.

## THE SOBIBLER.

The Times gave a three-column leading article recently, and has occasionally exceeded even that length, apart from the recent edition of the last day of the year, says a writer in The Observer. But I do not think printing House Square has ever entered the lists as a competitor. It was a New York journal which printed what is probably the shortest editorial on record. "The eighty million inhabitants of the United States living here conveyed five million characters left New York for West Africa yesterday."

## ALLEGED BREACH OF CONTRACT.

ACTION IN THE SUPREME COURT.

His Honour Mr. H. H. J. Gompertz, Acting Chief Justice, commenced, yesterday, at the Supreme Court, the hearing of an action in which Wong Lau Sang and Chan Tso Hing, merchants of Hongkong, are claiming from Fong Yeung Chan, of Swatow, the sum of \$21,547.60, as damages for alleged breach of contract. This case has been hanging fire since last year, and, in December, judgment was entered against the defendant, who failed to make an appearance, in the sum of \$19,547.60. By agreement this judgment was set aside and the case is now proceeding on its merits.

The plaintiffs say in their statement of claim that they were the agents of the a.s. Kung Hong trading between Hongkong and Shan Mi. By an agreement in writing dated January 10th, 1919, one Chan Cho Hang, alias Chang Chi, as agent for the plaintiffs, agreed to sell the steamer to the defendant, with the licence, for \$76,000. The defendant failed to carry out the agreement and the plaintiffs thereby suffered damage in the sum of \$21,547.60. The difference between the contract and the price for which the Kung Hong was ultimately sold to another party was \$12,000. The ship was suspended for 21 months, hence the additional damages.

The statement of defence said that the defendant had no knowledge of the plaintiffs, and he did not admit that they owned the Kung Hong. Chan Tso Hing contracted as principal and not agent, representing himself to be the owner of the vessel. The defendant denies any breach of agreement and says that the agreement was rescinded by mutual consent January 13th, 1919. In the alternative, it became void by reason of the non-payment of bargain money on or before January 13th, 1919. The defendant counter-claims for rescission of the contract on the grounds of material misrepresentation and inability of the plaintiffs to perform their part of the contract. In defence to the counter-claim, the plaintiffs denied that the misrepresentations were made by them or on their behalf.

Mr. Eldon Potter and Mr. F. C. Jenkin are appearing for the plaintiff, instructed by Mr. G. R. Haywood and Mr. W. H. Drummond and Mr. R. E. Bellios for the defendant.

Mr. Potter said that among the misrepresentations made to the defendant were that the vessel did 80 trips a year and that her yearly earnings were about \$76,000.

The hearing is likely to occupy several days.

## THE "NAMSANG" GOLD ROBBERY.

SURPRISING THE VILLAGE WITH ILL-GOTTEN GAINS.

The hearing was continued at the Magistrate's, yesterday, in the case in which a Chinese stoker of the Yau Sang was charged with stealing G. \$40,000 which had been consigned to the Chartered Bank at Kuala Lumpur.

The money disappeared from the strong-room of the vessel on the voyage between Hongkong and Singapore.

A man, living in the same village as defendant, stated that the latter was a member of a very poor family and originally worked as a stoker on one of the river boats. About March of this year defendant came home to get married and spent about \$90 in preparations for it, much to the surprise of the villagers who knew he was very poor. A rumour then spread through the village that defendant had stolen gold from a ship, and this was freely discussed. Defendant's father was a timber merchant with a capital of only \$200, but since defendant's return the capital had been increased to over \$3,000. The parents disappeared when the son was arrested. He did not know whether the father sold the business, before he left the village. The defendant said he borrowed the money for his wedding feast. His father was not the owner of the timber yard but an employee there.

Evidence of defendant's desertion from the ship was next given. Defendant stated that he went to Hongkong and met two men who spoke to him about getting out some opium from the ship. He kept watch and the gang hid \$15,000 in a cuniver. They then asked him to desert the ship and meet them as a brother but when he went there he failed to find them. He got married in the country and was about to come to the Colony in search of employment when a relative asked him for \$50. He refused and the relative accused him of stealing gold from a ship. He then had him (defendant) arrested.

Mr. Smith sentenced defendant to six months' hard labour.

## MAGISTRACY ITEMS.

UNLAWFUL POSSESSION OF AMMUNITION.

A Chinese was charged with being in unlawful possession of a quantity of ammunition.

Defendant was arrested while going on board the Kungmoon. The contraband was found in his pocket. He stated that he was engaged by another man who promised to pay him for his trouble.

The man was fined \$50.

## ALLEGED KIDNAPPING.

A Chinese woman was charged with kidnapping a little girl.

Inspector Grant, in applying for a remand, stated that the Police were unable to discover the parents of the girl.

Mr. Smith: The most important part of the charge is that the girl has been removed without the consent of the parents and we must have their evidence. I will remand the case.

The girl is alleged to have been kidnapped by robbers who made a raid on the village she was residing in. She was brought to Hongkong and handed to the defendant with instructions to sell her.

## MARINE COURT.

DRUNKEN-FIREMEN PUNISHED.

At the Marine Court, yesterday, before Commander C. W. Beckwith, R.N.,

Marine Magistrate, J. Fennessy and T. Casey, seamen on the transport Professor, were charged with having disobeyed the lawful commands of the Chief engineer.

Mr. C. B. Jackson, master of the Professor, stated that at 11.30 p.m. on May 20th, the two defendants came on board drunk. They created a disturbance until midnight and annoyed the military passengers. On Monday, May 31st, the second engineer went to the forecastle at 7 a.m. and told them to turn to. At 8 a.m., the chief engineer reported to witness that the defendants would not turn to. Witness sent for the defendants, who did not turn to until 9.30 a.m. He made prisoners of them. He had had much trouble with Fennessy during the voyage. He had made two entries in the official log against Fennessy.

The chief engineer corroborated the master's evidence. On Monday morning he had ordered the defendants to turn to and they had not done so. Casey had been in prison in Hongkong for a month and had given much trouble in port, although he was a good man at sea.

Fennessy was given hard labour for nine weeks, and Casey hard labour for twelve weeks.

## THE ASIA MINOR RELIEF FUND.

The following subscriptions have been received in aid of the "Asia Minor Relief Fund" for distressed Moslem women and children and submitted for favour of publication:—

Mr. H. M. H. Nimasee	500
Anonymous	100
Messrs. Currimbhoy & Co.	100
Messrs. Lau Chu Pak & Sons	50
Mr. A. Mohamed Din (Master Tailor)	25
Mr. N. Mohamedali	25
Mr. B. W.	15
Mr. T. H. King	10
Mr. D. Burlingham	10
Messrs. P. D. Gouda & Co.	10
Messrs. Iyob & Co.	10
Messrs. Rajamalli & Co.	10
Messrs. Hosainali & Co.	10
His Honour Mr. Justice H. H. J. Gompertz	5
Mr. W. Morrison	5
Mr. J. Grant	5
Mr. H. W. Young	5
Mr. James J. Watt	5
Mr. H. C. Garrod	5
Mr. T. Cashman	5
Mr. P. O. Sullivan	5
Mr. S. J. Burchill	5
Mr. C. McNab Wilson, M.C.	5
Mr. E. Shannon	5
Mr. D. McDonald	5
Mr. J. Brennan	5
Mr. Gulab (Hakim)	5
Mr. Chan Liu Sam	5
Mr. Chao Kam	5
Mr. Wong Siu Woon	5
Mr. Hop Kee	5
Mr. Ho Fat Sing	5
Messrs. Ho Thong & Co.	5
Messrs. Mohideen & Co.	5
Mr. A. Dost	3
Mr. H. S. Laud	3
Mr. Ting Hing	2
Mr. Kwong Yuen Mai	2
Unknown	2
Mr. Rahim Bux	2
Mr. Abdullah	2
Mr. Ng Ping We	2
Mr. Kwong On Chung	2
Mr. Man Woo Hong	2
Mr. S. Teo	2
Mr. Kishor Dassi	1
Mr. Abdul Bahman	1
	1,012

Some lists have not yet been returned and the subscriptions contained in them will, therefore, be published later on. The Committee of the Indian Muslim Society is very grateful to the subscribers, especially to Mr. H. M. H. Nimasee, who has always proved himself to be generous and open-handed in charitable causes.

NAWAZ KHAN,

President,

Indian Muslim Society.

## LANE, CRAWFORD &amp; CO.

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## USEFUL WALKING STICKS

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## SILK MIXTURE COVERED UMBRELLAS

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LARGE

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MOST VARIED

SELECTION

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MALACCA.

ASH,

NILGIRI

CANE,

SNAKE

STICK,

ALSO IRISH

THORN,

WALKING

STICKS

FROM

\$5.35

TO

\$16.00

EACH.

HANDLES

TO

\$10.00

EACH.

## HAVANA CIGARS

JUST RECEIVED

PETIT FANCY TALES PER BOX OF 50 \$11.00

CAPRICHOS " " " " 10.50

REGENTS " " " " 10.00

STANFORDS " " " " 9.50

EPICURES " " " " 9.00

## LANE, CRAWFORD &amp; CO.

## NEW COLUMBIA RECORDS

A2860	PIZZICATO POLKA	XYLOPHONE SOLO	HOWARD KOPP
	PATRIOTIC MARCH	" " " "	" " " "
A2260	MAUDIE MAZURKA	BELL SOLO	" " " "
	MIDSUMMER BELLS	" " " "	" " " "
A2118	CLAUDIA	XYLOPHONE SOLO	" " " "
	CLOVER LAND	" " " "	" " " "
C3681	CORNGRATO	VIOLIN SOLO	ORQUESTA DE SALON
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The Anderson Music Co., Ltd.,  
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## BATHING SEASON

WE HAVE A LARGE ASSORTMENT OF  
GENTLEMEN'S BATHING COSTUMES  
IN ASSORTED FANCY MIXTURES  
PLAIN AND BARRED EFFECTS.

Prices \$2.50 to \$12.50.

KNITTED WHITE WOOL SWEATERS  
ROLL OR POLO COLLAR AND  
OPEN NECK.

GENTLEMEN'S HIGH CLASS OUTFITTERS.



## NEW ADVERTISEMENTS

## NOTICE

M. R. S. HAMER having, by mutual arrangement, severed his connection with the undersigned, please from this date to sign our firm name per Procuration.  
E. A. BEAUMONT & CO.  
Hongkong, June 1st, 1920. [999]

## NOTICE

MESSESS. LANE, CRAWFORD & CO. have just received Dunhill's Noted Smokers' Pipes, \$7.00 each; John Brumfit's of St. Swithen's Lane, London, Selected Briars \$4.00 and \$3.00. Also the following: Tobacco—Craven, St. Phillips, Hankey's Montrose, Brumfit's, John Cotton's and Spinet in 1/4 lb tins. [1000]

INSTITUTION OF ELECTRICAL ENGINEERS.  
HONGKONG LOCAL CENTRE.

It is hoped to revive the activities of this Centre next winter. Members of all grades, resident in Hongkong or South China, are requested to send their names and addresses to the Hon. Secretary.  
A. G. WARREN,  
University of Hongkong. [1001]

## WANTED

QUALIFIED CHINESE CLERK by a Japanese firm. Thorough knowledge of both Chinese and English correspondence and Book-keeping required.  
Apply to—  
H. OHTA,  
P. O. Box 540. [1002]

## TO LET

TWO OFFICES, Ground Floor, corner of St. George's Building, facing Ferry.  
Apply—  
SHEWAN, TOMES & CO. [1003]

## G. R.

## ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Caulkers, Platers, Plumbers, and Scrapers, and Shoemakers or Leather-workers, to H.M. Dockyard.  
Forms of tender can be obtained at the Office of the Chief Constructor, H.M. Dockyard, Hongkong, and should be filled in and returned, as indicated in the Form not later than Noon SATURDAY, June 12th.  
E. G. KENNETT,  
Chief Constructor.  
H.M. Dockyard,  
Hongkong, June 1st, 1920. [1004]

## NOTICE TO CONSIGNEES.

## S.S. "EASTERN MERCHANT"

VOY-OUT.  
FROM SAN FRANCISCO, via HONOLULU, YOKOHAMA and KOBE.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignees' risk. Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned. All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on June 6th at 10 A.M., and June 7th at 10 A.M.  
All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after June 7th, will be subject to rent.  
No Fire Insurance whatever will be accepted.  
Consignees are requested to send in their Bills of Lading for countersignature immediately.  
PACIFIC MAIL STEAMSHIP CO.,  
As Operators, U.S. Shipping Board,  
Hongkong, June 1st, 1920. [1005]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO', LONDON, AND STRAITS.

## The Steamship "BENVOLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.  
All Claims against the Steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 10 A.M.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.  
Hongkong, June 1st, 1920. [1008]

## FRENCH LESSONS

## G. MOUSSON,

40, MURKIN HILL ROAD.

## INTIMATIONS

## NOTICE

FROM June 1st, 1920, and during the absence from the Colony of our Mr. BERNARDINO BASCO, Mr. J. P. BRAGA will be in sole charge of our business and will sign our Firm per Procuration.  
BASCO & CO.  
Hongkong, May 31st, 1920. [984]

## NOTICE

W. B. have this Day CLOSED our Office at No. 9, Queen's Road Central. All claims and existing contracts will be dealt with by our Agent, Mr. T. KAWASHIMA.  
THE KUHARA TRADING CO., LTD.  
Hongkong, May 28th, 1920. [985]

## NOTICE

I have this Day established myself as Importer and Exporter at No. 9, Queen's Road Central.  
T. KAWASHIMA.  
Hongkong, May 28th, 1920. [986]

## NOTICE

I have this Day been appointed Agent for THE KUHARA TRADING CO., LTD.  
T. KAWASHIMA.  
Hongkong, May 28th, 1920. [987]

## WANTED

ENGINEER, preferably with some commercial experience and knowledge of general hardware trade, good salary and prospects for suitable man.  
Apply—  
Box No. 887,  
Care of "Daily Press" Office. [987]

## WANTED

STENO-TYPIST for Machinery Dept.  
Apply stating salary required to—  
Box 988,  
Care of "Daily Press" Office. [988]

## WANTED

EUROPEAN LADY STENO-TYPIST with filing experience, apply stating qualifications, salary, etc., to—  
Box No. 889,  
Care of "Daily Press" Office. [989]

## WANTED

FURNISHED HOUSE at the PRINCE-FOR short or long let.  
FAMILIAS.  
Write—  
Care of "Daily Press" Office. [990]

## TO LET

A SHOP in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings. [991]

## FOR SALE

NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.  
For particulars apply—  
CARVALHO & COMPANY,  
Machinery Department. [992]

## THE "STAR" FERRY COMPANY, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ORDINARY ANNUAL MEETING of this Company will be held at the Offices of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, the 2nd JUNE, 1920, at Noon, for the purpose of receiving the Report of the Directors together with a Statement of Accounts to 30th April, 1920.  
The REGISTER of SHARES of the Company will be CLOSED from WEDNESDAY, the 26th MAY, 1920, to WEDNESDAY, the 2nd JUNE, 1920, both days inclusive.  
By Order of the Board of Directors,  
W. S. BROWN,  
Secretary.  
Hongkong, May 31st, 1920. [993]

## NEW LOAN OF 4 MILLIARDS FRANCS

## 5% PREMIUM BONDS.

## CREDIT NATIONAL.

THE Bonds are of 500 Frs. face value.  
PRICE OF ISSUE 485 FRANCS.  
8 drawings a year amounting to 30,000,000 Francs, with the following prizes:  
1,000,000 Francs  
500,000 "  
200,000 "  
100,000 "  
50,000 "  
The prizes drawn will be free of any taxes, present or future.  
The Bonds bear interest on and after the 15th of June, 1920.  
Applications will be received till the 4th of June, 1920, by  
THE BANQUE DE L'INDO-CHINE  
where full particulars may be obtained.  
L. BERINDOAGUE,  
Manager.  
Hongkong, May 28th, 1920. [994]

## INTIMATIONS

## BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on THURSDAY, JUNE 3RD, 1920.  
Hongkong, May 28th, 1920. [984]

## G. R.

IMPORTS AND EXPORTS OFFICE.  
KING'S BIRTHDAY.

THIS OFFICE will be Opened for all purposes from 9 A.M. to 12 Noon on THURSDAY, JUNE 3RD, 1920.  
Licensed Warehouses cannot be opened on that day.  
C. W. BECKWITH,  
Superintendent,  
Imports and Exports. [985]

## FLYING! FLYING!!

## AT REPULSE BAY

## ON

## THURSDAY, FRIDAY,

## SATURDAY AND SUNDAY.

## MOTOR BUSES

## will leave

## THE HONGKONG HOTEL

## for

## REPULSE BAY

## as soon after 2 P.M. as they are booked

## full

## RETURNING FROM REPULSE BAY

## at 6.15 P.M.

## \$2 RETURN FARE \$2

## Tickets may be obtained at the

## DRAGON MOTOR CAR CO.

## [209]

## REPULSE BAY HOTEL

## WEDNESDAY, JUNE 2ND:

## TEA DANCING FROM 4 TO 7 P.M.

## DINNER DANCE FROM 8 P.M.

## THURSDAY, JUNE 3RD:

## (KING'S BIRTHDAY)

## ORCHESTRAL CONCERTS DURING

## Tiffin and AFTERNOON.

## FRIDAY, JUNE 4TH:

## ORCHESTRAL CONCERTS DURING

## Tiffin and AFTERNOON.

## SATURDAY, JUNE 5TH:

## TEA DANCING FROM 4 TO 7 P.M.

## DINNER DANCE FROM 8 P.M.

## SUNDAY, JUNE 6TH:

## ORCHESTRAL CONCERTS DURING

## Tiffin and AFTERNOON.

## FLYING—THURSDAY, FRIDAY, SATURDAY AND SUNDAY.

## EACH DAY COMMENCING AT 2.30 P.M.

## Tickets for Flights and full particulars may be obtained at the Hongkong Hotel, Main Office, or at REPULSE BAY HOTEL.

## Insurance—Personal Accident Insurance can be effected at the time of Booking Covering all Risks whilst Flying. Rates, including benefits, from \$5, covering \$2,500, to \$50, covering \$25,000.

## Intending Passengers should bring their own Dress Coats or Mackintoshes. Caps and Goggles will be obtainable at the REPULSE BAY HOTEL.

## J. H. TAGGART,

## Manager. [210]

## PALACE HOTEL, KOWLOON.

## Corner of Haiphong &amp; Hankow Roads.

## Tel. K. 1. Tel. Address: Palace.

## TWO Minutes from Ferry and Railway Station.

## This Hotel which has just been completely renovated and furnished, is now up-to-date in every respect and under English Management.

## Cuisine under personal supervision of the Proprietor.

## BATH AND BILLIARD ROOMS.

## TERMS MODERATE.

## Special Arrangement for Families and Application to—

## J. H. OXBERRY,

## Proprietor. [77]

## ON SALE

## BOUND VOLUMES of the HONGKONG

## WEEKLY PRESS, January to June, 1919.

## With Index. Price \$7.50.

## On sale at the HONGKONG DAILY PRESS Office.

## INTIMATION

## BATHING

## CAPS.

## A large and very fine

## assortment.

## Many really pretty

## designs.

## A. S. WATSON &amp;

## CO., LTD.,

## HONGKONG DISPENSARY.

## BIRTH:

McDONALD.—At Hoihow, Hainan, on May 28th, to Dr. and Mrs. WILLIAM E. McDONALD, a son. (John Kerr). [995]

## HONGKONG OFFICE: 10, DES VROUX RD., C.

## LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 2ND, 1920.

## LABOUR'S ATTITUDE IN AUSTRALIA.

There is probably no place in the world where the claims of Labour to adequate recognition are more successfully urged and acknowledged than in the Commonwealth of Australia. Yet Australia, in dimensions a continent, but with a population less than is contained within the area of London, is represented as suffering badly from a shortage of skilled labour while a glut of unskilled labour exists. The Trades Hall, we notice, professes to be dismayed at the present extent of unemployment and the prospects for the future. "But what does the Trades Hall do to alleviate such prospects? One of the leading papers of the Commonwealth gives us the answer in these terms:—"The industrial unions would have to admit, if they told the truth, that they are using the unemployed as pawns in their game. They parade them for their own advertisement and profit. Would the unions countenance the training of the surplus unskilled labour into skilled workmen at a trade or as many as were capable of being trained? Not for a minute. Do the unions approve of the Government trade-training schools for repatriated soldiers? It is claimed that they hinder them all they can. The shortage of skilled labour is even more pronounced than the surplus of unskilled." And our contemporary goes on to say:—"The evil wrought upon the country is serious, and the reason for the desire of the union bosses that there shall be not too many skilled workers is transparently clear—they would be deprived of their surest weapon. Their opposition to British or any other immigration is based on the same fear."

That active industry, earnest work, and increased population would pay off Australia's debt and give us some weight in the world leaves them quite unmoved. Such aims or ambitions are nowhere within their horizon. Australia is a country with great potentialities, but while the attitude of the Labour Unions remains what it is those resources can never be properly developed. Australia could very well do with a stream of immigration, and while apparently the Government is desirous of encouraging immigration from Europe the Labour organisations in Australia are doing all they can to discourage it. Their hostility to Asiatic immigration is well known and can be regarded with a considerable amount of sympathy, but the efforts of the Labour organisations to discourage immigration from Europe are not on the same plane of patriotism. They perplex even the labour leaders of Great Britain. We observe that the Secretary of the Farth Metropolitan Council of the Australian Labour Party recently wrote to Mr. W. A. Appleton, President of the International Federation of Trade Unions, drawing a most gloomy picture of the position of Western Australia, and stating that an influx of immigrants would aggravate the position, and make the task of the Labour movement a much harder one than it is to-day. He expressed the hope that Mr. Appleton would warn British workers accordingly. Mr. Appleton, in reply, wrote: "The picture you paint suggests extraordinary incapacity somewhere. You have land where the sun shines always. You have soil which will produce anything which the heart of man may desire. You have minerals at least for the needs of a population of 50,000,000. You are always crying out for a White Australia, and yet you seek to persuade white men not to come to Australia. If we are to carry out your wishes and head all our tension towards persuading our surplus population to migrate to the United States or to the Argentine, it does seem that the possibility of Asiatic control of Australia is increased." Mr. Appleton in one paragraph of his letter remarked that thousands of Australians who came over to England during the war did not speak so despondently of the country as the official communications of the Labour organisation, and, comparing the statements, Mr. Appleton was compelled to wonder whether the men who came overseas were not utterly ignorant of the condition in their own country. Certainly Australia never had better immigration agents than the men who went overseas to fight. They were proud of their Australia, but they learnt many things during their stay in France and in England which they saw could be advantageously adopted in their own country. They realised better than they had ever realised before the great possibilities of Australia, given the needed population to exploit them. We can quite understand Mr. Appleton's perplexity and share in his conclusion that it is possible that Australia like other countries, is suffering from the loss of brave and skilled men, who were killed in the war, and that it is not less labour, but more labour, that Australia requires to develop her undoubted resources. It will evidently be a difficult task to get the trade union "bosses" of Australia to accept this view—a view which it may be mentioned, the Federal Government is constantly counselling Labour to take. The Labour organisations at the present time are carrying on a strenuous campaign to reduce working hours in Australia below 44 hours a week. If skilled labour is so scarce, it seems an utterly reckless policy. Perhaps the best excuse that can be offered for it is that it might serve to diminish the number of unemployed, but it must necessarily have the effect of forcing prices in Australia above the very high level on which they already stand. This movement threatens to have an important influence on the Government's programme of works. Mr. Hughes, the Prime Minister, recently explained that the position as regards war service homes is such that the Government cannot in justice both to the taxpayers and to the soldiers attempt to carry on the vitally important work of building homes for the returned men unless the hours as prescribed in the award are maintained. Unless therefore the men employed on war service homes work the full 44 hours the Repatriation Department must suspend operations. The Government of Australia, is common with Governments everywhere else, believe that the vital need to-day is increased production and has made it clear that any proposal for the shortening of working hours in normal trades must be resisted at all costs. Some limit has to be placed on this crippling of the industries of Australia by the extravagant demands of the Labour unions, but so long as the

Union "bosses" exercise the power they do at present in Australia, the outlook for immigrants will not seem very promising. Mr. Appleton, if he paid a visit to Australia, or closely studied the Labour movements in that country, would have little difficulty in discovering where the "extraordinary incapacity" he speaks of resides.

## Thirteen deaths from influenza occurred in the Colony during last week.

The Hon. Mr. F. Seaton James, C.M.G., will act as Chief Secretary to Government, F.M.S., during the absence on leave of Sir Edward Brookesman, K.C.M.G.

For some unknown reason a District watchman was severely stabbed in Lee Sing Street on Monday night. The watchman is unable to identify his assailants.

The Macao Aerial Transport Co. is charging \$33 for a ten-minute trip in a seaplane to-morrow. Bookings are very satisfactory. Six machines are coming to Hongkong this morning.

The rainfall in the Colony for the month of May was, roughly, 19 inches. The records show the maximum rainfall for May to be nearly 49 inches, the mean 11½ inches and the minimum a little over one inch.

H.M.S. "Fame," which left for the Hainan Straits last Thursday to render assistance to the stranded "Fau Sang," returned yesterday. The "Fame" reports that the "Fau Sang" is practically submerged, and all salvage is out of the question.

A novelty in Hongkong transportation took place on Monday, when a local resident had to remove his furniture from Breezy Point to the Happy Valley. Although it was pouring with rain, a motor-truck belonging to the "Dragon Motor Car Co." completed the job in four quick trips.

Thirteen cases (twelve deaths) of plague, and seven cases (four deaths) of enteric fever were reported in the Colony during last week. Two cases (two deaths) of plague, one case (one death) of enteric fever and one case (one death) of cerebrospinal fever were reported on Sunday and Monday.

A case has been fixed at the Magistracy, for Wednesday next in which Mrs. Flora Gutierrez of No. 1, Mosque Street, has summoned her husband, Mr. J. M. Gutierrez of No. 1, Mosque Street, for persistent cruelty resulting in her having to live separately. Each party will be assisted by a solicitor.

A Portuguese youth, named B. Silva, has been arrested together with two other youths, on a charge of stealing \$218 belonging to Mr. D. G. Santos, of the Blue Buildings, who had adopted him. Mr. Santos found the money missing and reported to the Police, who went on to the Canton boat and arrested the lad.

Major A. F. G. Anderson, Trade Commissioner in Singapore, writing to the F.M.S. Chamber of Commerce, states that he has received a telegram from the Department of Overseas Trade, stating the Far Eastern Touring Exhibition has been postponed for the time being owing to the present commitments of British manufacturers.

Singapore papers announce the death of Mr. W. H. Mackray, Under Secretary, F.M.S. The death and funeral took place at Kuala Lumpur. Deceased went to hospital a month previously and was operated on and was recovering when he was released. His sister arrived from home a fortnight before his death and both were to go home shortly.

A smoking concert was held on Monday evening in the R.G.A. Sergeants' Mess at Headquarters to bid farewell to members who are going home in a few days on the s.s. "Proctor". Some excellent musical turns were contributed and a very pleasant evening spent. During the evening Master-Gunner May, who occupied the Chair, presented the home-going members with a small present from the remaining members and wished them bon voyage and a good station at Home. Master-Gunner Pring suitably responded. The following contributed to the programme: O.Q.M.S. Roberts, assisted by O.Q.M.S. Martley, at the piano, O.Q.M.S. Roberts, Mr. Woodward, Mr. Crow, Mr. Newton, Mr. Miles, Mr. Clow, Mr. Harris, Sgt. Marshall, Sgt. Owen, Sgt. Sykes, Mr. Gr. Fris, Sgt. Smith, Sgt. Coomber, Sgt. Crocker, O.Q.M.S. Rivers, Wdr-Sgt. Smith, and Wdr-Sgt. Owen. Mr. Miles played the accompaniment and gave some excellent selections on the piano during the evening.

## TYPHOON WARNING.

The following telegram was received by the American Consulate-General, Hongkong, from the Manila Observatory: "A cyclone or typhoon east of the Southern Visayas or Northern Mindanao. Direction unknown."



















**AMERICAN & ORIENTAL LINE**FOR HAVANA AND NEW YORK  
via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGON BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,  
Managing Agent.**"ELLERMAN" LINE.  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**

JAPAN, CHINA AND STRAITS

to

UNITED KINGDOM AND CONTINENT.

LONDON &amp; HAMBURG ... "KATHLAMBA" ... Second half July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the  
undersigned.

or to REISS &amp; CO., CANTON.

THE BANK LINE, LTD.,  
General Agents.**C. N. C.  
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sail

SWATOW and BANGKOK	"CHUSAN"	On 1st June, 11 A.M.
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 2nd June, 1 P.M.
SHANGHAI	"SUNNING"	On 3rd June, Noon.
SHANGHAI and TSINGTAI	"TEAN"	On 5th June, 4 P.M.
WANGSWAT, CHENGPOO & TIENTSIN	"SHUICHOW"	On 6th June, 3 P.M.
SWATOW & BANGKOK	"CHENGTO"	On 8th June, 11 A.M.
AMOI, SHANGHAI & PUKOW	"SHANTUNG"	On 8th June, 3 P.M.

**SHANGHAI LINE—PASSENGERS, MAILS and CARGO.**  
Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three  
weekly) and Ningbo (weekly), taking Cargo on through Bills of Lading to  
Yokohama and Northern China Ports. Passengers are added in Shanghai, avoiding  
the inconvenience of transshipment at Whampoa.

**BANGKOK LINE—Weekly service to and from Bangkok via Swatow.**

For Freight or Passage apply to—

Telephone 95

BUTTERFIELD & SWIRE,  
Agents.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**REGULAR SERVICE of Fast, High Class Coast Steamers having good  
accommodation for First-Class Passengers Electric Light and Fans in staterooms  
and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOI AND FOOCHOW  
AND RETURN.**

(Occupying 9 to 10 Days).

"HAILOONG"	... Capt. J. S. Thomson	FRIDAY, 4th June, at 3 P.M.
"HAIHONG"	... Capt. W. O. Passmore	TUESDAY, 8th June, at 2 P.M.
"HAIHONG"	... Capt. A. H. Stewart	FRIDAY, 11th June, at 3 P.M.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,  
General Manager.**NEW YORK DIRECT.**

Joint Service of the

**"BLUE FUNNEL" LINE**

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AND

**AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**

Sailings from Hongkong.

"DEUCALION" ... via Suez ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON REISS & CO., CANTON.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &  
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND.)

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND &amp; QUEEN-

LAND PORTS, RED SEA, EGYPT, EUROPE, &amp;c.

**PENINSULAR & ORIENTAL SAILINGS (South)**

	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	5th June Noon.	Marseilles, Lyon & Antwerp.
"NELLORE"	7,000	18th June.	Marseilles, London & Antwerp.
"KARNATA"	8,000	27th June.	Do.
"DEVANHA"	8,100	17th July.	Do.

**BRITISH INDIA-APCAR SAILINGS (South)**

"ARRATOON APCAR" 4,500 8th June 1 P.M. Straits, Rangoon &amp; Calcutta.

**EASTERN & AUSTRALIAN SAILINGS (South)**

	Tons	From Hongkong (about)	Destination
"KIDDERPORE" (cargo only)	5,200	3rd June Noon.	For Melbourne, via Sandakan.
			Thursday Island, Brisbane & Sydney.

**SAILINGS TO SHANGHAI & JAPAN**

"KARNATA"	8,000	4th June 10 A.M.	Shanghai, Moji, Kobe & Yama.
"KILDONAN CASTLE"	8,700	5th June 3 P.M.	Shanghai Only
"DEVANHA"	8,100	18th June.	Shanghai & Japan.
"DILWABA"	5,400	21st June.	Shanghai Only.

**CALLS AT ANTWERP**

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.  
1st Saloon Passengers may travel by B.S.N. Company's steamers between  
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.  
Tickets Singapore to Colombo.  
All Cargoes are fitted with Electric Fans for the cargo.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Passes for Messengers not more than 21st x 21st x 1 will be received at the Company's  
Office up to Noon on the day previous to sailing.

**NOTICE TO CONSIGNEES.**

Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents or  
advices.  
Any damaged packages must be left in the Godowns for examination by the  
Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M.  
on MONDAYS and THURSDAYS. All Claims must be presented within ten days  
of the Steamer's arrival. Here, after which date they cannot be recognized. No Claims  
will be admitted after this goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
**MACKINNON, MACKENZIE & CO.,**  
Agents.

22, Des Vaux Road Central, HONGKONG.

**SEASIDE PACIFIC SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"CROSSKEYS"	... About June 15th.
"ICONIUM"	... About June 23rd.
"WHEATLAND MONTANA"	... About July 12th.

**For PORTLAND direct.**

(Calling at Shanghai and Kobe).

"MONTAGUE"	... About June 15th.
"WABAN"	... About June 23rd.
"ABERCOSS"	... About July 10th.

Through Bills of Lading issued in England, Germany, Poland.

For Freight and Particulars apply to

**THE ADMIRAL LINE.**

Telephone 2477 &amp; 2478.

Fifth Floor, Hotel Manxton.

**TOYO KISEN KAISHA.****SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
"SIBERIA MARU"	30,000	June 15th (from Yokohama)
"SHINTO MARU"	32,000	June 17th.
"KORSA MARU"	9,000	July 5th.
"KORSA MARU"	20,000	July 14th.

Calling at Keelung

**SOUTH AMERICAN LINE.**HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU, SAN FRANCISCO,  
SAN PEDRO, SALINO, GRUZ, BALBOA, ALLAO, ARICA  
AND IQUIQUE  
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
"KIYO MARU"	17,800	July 15th.
"ANYO MARU"	18,500	Sept. 8th.
"SEIYO MARU"	14,000	Nov. 8th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd.  
and the Pacific Mail Steamship Co.  
Passengers may travel by Rail between Ports of Call in Japan free of charge.  
For all information as to rates, freight space, sailings, etc., apply to—  
Y. TSUTSUMI, Manager  
King's Building.  
Telephone 2374 and 2375.

**MESSAGERIES MARITIMES.****FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS &amp; DEPARTURES SAILING DATES

SHANGHAI, KOBE & YOKOHAMA	"AMAZONE"	10,000	On or about
SHANGHAI (Only)			
MARSEILLES	"CORDILLERE"	10,000	On or about 2nd June.
SAIGON, SEGA, POKE, COLOMBO, DIHOUT, SUEZ, PORT SAID	"PORTHO"	10,000	On or about 22nd June.

Cargo boats for PORT SAID.

SAID, HAVRE AN. "LIEUTENANT DE LA TOUR" On or About 18th June.

TWENTY and LONDON.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent,  
Queen's Building.**O. S. K.****OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG

Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June.  
"HIMALAYA MARU" Sunday, 11th July.  
BUENOSAIRES, RIO DE JANEIRO, SANTOS,  
MAURITIUS, DURBAN and CAPE TOWN via  
SINGAPORE.

"SEATTLE MARU" Sunday, 4th July.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

SAIGON, BANGKOK &amp; SINGAPORE—Regular Monthly service

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New

Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA

Regular fortnightly service stopping at intermediate ports in Japan and

taking cargo to OVERLAND POINTS U.S. in connection with Chicago

Milwaukee and St. Paul Railway.

"OHIO MARU" (call at Manila) Tuesday, 8th June.

"ABARIA MARU" Tuesday, 23rd June.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama

and Cuban Ports.

"AMAZON MARU" Saturday, 26th June.

JAPAN PORTS—Moji, Kobe, Yokohama &amp; Yokohama.

"KOSOKU MARU" Sunday, 20th June.

KEELUNG via SWATOW &amp; AMOI—Three steamers

have excellent accommodation for 1st and 2nd class saloon passengers and will

arrive and depart from the O.B.K. wharf near the Harbour Office.

"AMAKUSA MARU" Sunday, 6th June.

TAKAO via SWATOW &amp; AMOI.

"HARU MARU" Thursday, 3rd June.

"SEIKEN MARU" Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,  
No. 1, Queen's Building.

Tel. No. 744 &amp; 745.

**LOS ANGELES PACIFIC NAVIGATION COMPANY.**

TRANS-PACIFIC FREIGHT SERVICE.

**HONGKONG**

TO

LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING DATES

S.S. WEST HIXON	June 15th	S.S. WEST HIXON	June 17th
S.S. WEST MONTOP	July 10th	S.S. WEST MONTOP	July 12th
S.S. WEST HIRA	Aug. 10th	S.S. WEST HIRA	Aug. 12th

Through Bills of Lading to all U.S. and Canadian Ports and Transshipment routes

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office: Los Angeles, Calif. Hongkong Office: Prince Building, Chater Rd.  
Branch Office: Kobe, Shanghai. Tel. No. 1082.  
Manila, Singapore. CHAS. E. RICHARDSON  
General Agent for South China.



## POST OFFICE NOTICE

## GENERAL HOLIDAY.

The General Post Office will be open on Thursday, the 3rd June, from 8 a.m. to Noon only.

There will be one delivery of ordinary correspondence and one collection of letters from the Pillar Boxes.

The Money Order Office will be entirely closed.

The District Post Offices will be open from 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m. with the exception of Kowloon Office which will be open from 8 a.m. to 9 a.m. only.

There will be one delivery from District Offices at noon.

## INWARD MAILS

FROM	PER	DATE
STRAITS	Kame Maru	2nd June
JAPAN	Kidderpore	2nd June
SHANGHAI	Tean	2nd June
STRAITS	Kame Maru	3rd June
BOMBAY	Delia	4th June
SHANGHAI	Choyo Maru	4th June
STRAITS	Kidderpore	5th June
STRAITS	Heime Maru	5th June
BOMBAY	Meichi Maru	5th June
BOMBAY	Fukushima Maru	7th June
JAPAN, SHANGHAI and MANILA	Panama Maru	9th June
STRAITS		

## OUTWARD MAILS

FOR	PER	DATE
Saigon, Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marquis, India via Dhanushkodi, and EUROPE via MARSEILLES	Cordillera	Wednesday, 2nd, 9.45 A.M. Registered Letters ... 10.30 A.M.
Java and Port Moresby via Batavia ... Amoy, Shanghai and North China ... Shanghai and North China ... Port Moresby	Typhoon	Wednesday, 2nd, 1.00 P.M. Wednesday, 2nd, 3.00 P.M. Wednesday, 2nd, 5.00 P.M. Wednesday, 2nd, 5.00 P.M.
Swatow, Amoy, and Formosa via Takao, Shanghai, N. China and Japan, via Kobe	Sakura Maru	Thursday, 3rd, 9.00 A.M. Thursday, 3rd, 9.00 A.M.
Sandakan, Australia, and New Zealand via Thursday Island	Kidderpore	Thursday, 3rd, 9.15 A.M. Thursday, 3rd, 10.00 A.M.
*Sandakan, *North China, *Japan via Yokohama, *Honolulu, *Canada, *United States, *Central and South America, and *EUROPE via SAN FRANCISCO	Nanking	Thursday, 3rd, 9.15 A.M. Thursday, 3rd, 10.00 A.M.
*Shanghai and *North China ... SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, CANADA, UNITED STATES, CENTRAL and SOUTH AMERICA, and EUROPE via VANCOUVER, B.C.	Empress of Asia	Thursday, 3rd, 9.45 A.M. Thursday, 3rd, 10.30 A.M.
Haiphong, Shanghai, North China & Japan via Moji	Chong Yu	Thursday, 3rd, 9.00 P.M. Friday, 4th, 9.10 A.M.
Swatow, Amoy, and Fuzhou via Philippine Islands	Hai Lung	Friday, 4th, 1.00 P.M. Friday, 4th, 5.00 P.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, and EUROPE via MARSEILLES	Dalla	Saturday, 5th, 9.45 A.M. Saturday, 5th, 10.30 A.M.
Java and Port Moresby via Batavia ... Shanghai and North China ... Shanghai and North China ... Swatow Amoy, and Formosa via Keelung, Wehaiwei, Chefoo, and Tientsin	Typhoon	Saturday, 5th, 1.00 P.M. Saturday, 5th, 3.00 P.M. Saturday, 5th, 5.00 A.M. Sunday, 6th, 9.00 A.M. Tuesday, 8th, 10.00 A.M.
*Swatow and *Bangkok, *Japan via Moji, *Canada, *United States, *Central and South America, and *EUROPE via VICTORIA, B.C.	Chichibu Maru	Tuesday, 8th, 9.15 A.M. Tuesday, 8th, 10.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marquis, South Africa, India via Dhanushkodi, Egypt & EUROPE via SUEZ	Typhoon	Tuesday, 8th, 9.45 A.M. Tuesday, 8th, 10.30 A.M.
The Parcel Mail will be closed on Monday, June 7th at 9 p.m.		
Swatow, Amoy, and Fuzhou ... Amoy, Shanghai and North China ... Swatow, Amoy, and Fuzhou	Hai Lung	Tuesday, 8th, 1.00 P.M. Tuesday, 8th, 3.00 P.M. Friday, 11th, 1.00 P.M.

FOR BOSTON & OR NEW YORK  
PRINCE LINE FAR EAST SERVICE.

For BOSTON &amp; NEW YORK

\*SLAVIC PRINCE via PANAMA CANAL on or about 10th June.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

For freight and further particulars, apply to—

SHEWAN TOMES &amp; CO.,

Agents.

140

VICKERS-PETTER  
SEMI-DIESEL CRUDE OIL ENGINES

SIMPLICITY—

RELIABILITY—

ECONOMY

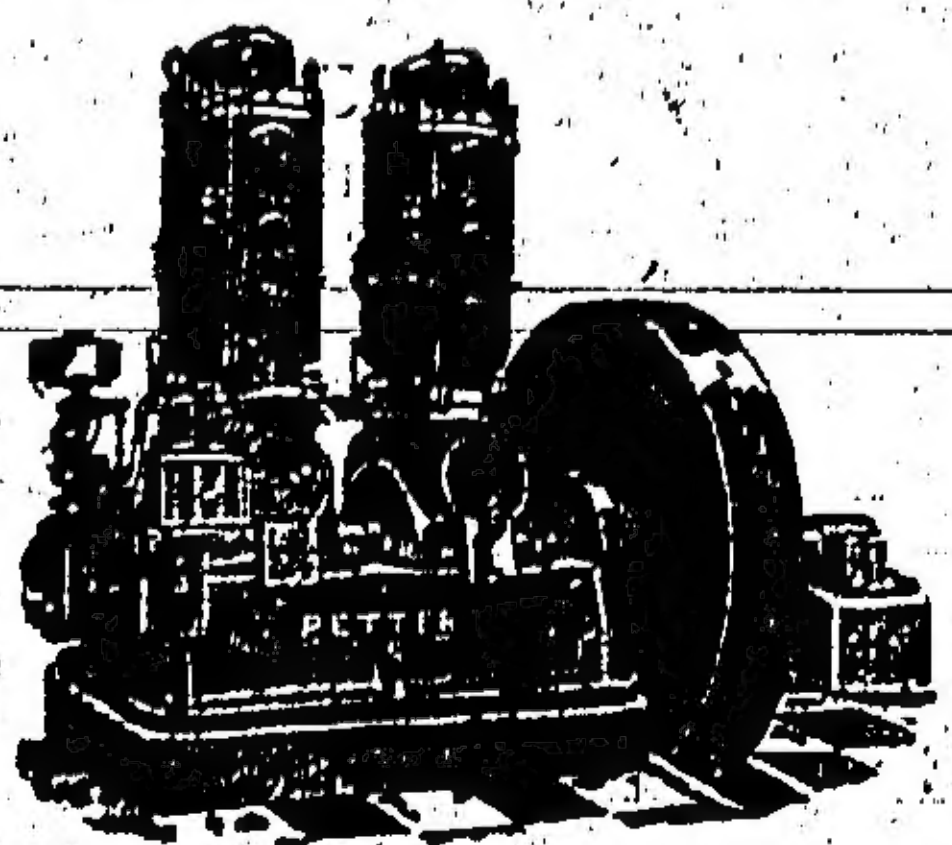
A STANDARD SERIES.

FOR WORKING ON CRUDE &amp;

RESIDUAL OILS OR REFINED

PETROLEUM MANUFACTURED

FOR BOTH MARINE AND LAND

100 B.H.P. VICKERS-PETTER  
SEMI-DIESEL LAND TYPE ENGINE

10 TO 450 B.H.P.

For further particulars apply to—

WM. C. JACK &amp; CO., LTD.,

14, DES VŒUX ROAD CENTRAL, HONGKONG,  
SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

## COMMERCIAL

## OPENING QUOTATIONS.

ON LONDON	June 2nd
Telegraphic Transfer	41 1/2
Bank Bill, 3 months sight	41 1/2
Bank Bill, 4 months sight	41 1/2
Credit, 4 months sight	41 1/2
Documentary Bill, 4 months sight	41 1/2
ON PARIS	
Bank Bill, on demand	110
Credit, 4 months sight	110
ON NEW YORK	
Bank Bill, on demand	82 1/2
Credit, at 60 days sight	82 1/2
ON BOMBAY	
Telegraphic Transfer	184
Bank Bill, on demand	nom.
ON CALCUTTA	
Telegraphic Transfer	184
Bank Bill, on demand	nom.
ON SHANGHAI	
Bank Bill, at sight	nom.
Private, 30 days sight	nom.
ON YOKOHAMA	
On demand	154
ON MANILA	
On demand	158
ON SINGAPORE	
On demand	178
ON BATAVIA	
On demand	210
ON HONGKONG	
On demand	nom.
ON SAIGON	
On demand	nom.
ON BANGKOK	
On demand	51
SOVEREIGNS, Bank's Buying rate	\$ 4.75 n.
GOLD LEAF 100 fine, per seal	\$13.00
BANK SILVER per oz	\$7.50

## SUBSIDIARY COIN

	Per cent.
Hongkong, 20 cents piece	\$100 Discount.
Hongkong, 10	0.25
Canton, 20	6.50
Canton, 10	0.00 Premium.

## SEAMEN'S INSTITUTE

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and E.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, C.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories.

Motor Launch "Daywing."

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABB, Chief Manager.

Hongkong, November 2nd, 1919. 9

THE BANK OF TAIWAN LIMITED  
(TAIWAN GINKO).

INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed ... Yen 60,000,000

Capital (Paid-up) ... 37,500,000

Reserve Funds ... 7,080,000

HEAD OFFICE:  
TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Ginsan, Kagi, Karento, Keelung, Mtsung, Nanto, Pusan, Shichiku, Taichu, Tainan, Takow, Tamsui, Tientsin, Ato.

CHINA—Shanghai, Hankow, Kluikiang, Amoy, Foochow, Swatow, Canton.

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

## LONDON BANKERS:

LONDON, COUNTY, WESTMINSTER AND PARLIAMENTARY BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, India, China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

SEIZO KONDOH, Manager.

HONGKONG BRANCH, 3, Des Vœux Road Central, Hongkong, November 1st, 1919. [42]

## THE MERCANTILE BANK OF INDIA, LIMITED

HEAD OFFICE: 15, Gracechurch St., London, E.C. 3.

Authorized Capital ... £1,500,000

Subscribed ... 1,500,000

Paid-up ... 750,000

Reserve Fund & Rest ... 848,000

## Bankers:

THE LONDON JOINT CITY &amp; MIDLAND BANK, LTD.

Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Howrah, Madras, Singapore, Colombo, Kandy, New York, London, Delhi, Karachi, Penang, Galle, Kota Bharu, Port Louis (Mauritius).

## HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON, Acting Manager.

7, Queen's Road Central, Hongkong, April 30th, 1920. [44]



A Quarter Deck Council—Unanimous decision in favour of

## FELUCCA EGYPTIAN CIGARETTES

Possess an individuality and distinction that never fails to charm.

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

BANQUE INDUSTRIELLE  
DE CHINE  
(FRENCH BANK).

AUTHORIZED CAPITAL ... F. 250,000,000

SUBSCRIBED CAPITAL ... F. 150,000,000

PAID UP ... F. 75,000,000

SUBSCRIBED BY THE GOVERNMENT OF THE CHINESE REPUBLIC ... F. 50,000,000

Chairman of the Board ... André Berthelot

General Manager ... A. J. Pernotte

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:

Lyon, Hongkong, Yunnanfu, Hankow, Shanghai, Peking, Singapore, Foochow, Canton, Tientsin, Saigon, Yokohama, Hankow, Haiphong, Monken, New York, London, Antwerp.

BANKERS:

In FRANCE: Société Générale pour l'Avancement du Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City &amp; Midland Bank, Ltd.

In NEW YORK: Redmond &amp; Co. Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.

Hongkong, April 28th, 1920.

## THE BANK OF EAST ASIA, LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.

Paid-up Capital ... \$2,000,000.00

Reserve Fund ... 200,000.00

Directors:

Mr. Pong Wai Tung, Chairman.

Mr. Chow Shou Son, Mr. Kai Ying Po, Mr. Li Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yau Tong, Mr. P. K. Kwok, Mr. Chen Ching Shek, Mr. Ng Chang Luk.

Chief Manager:—Kao Tung Po, Esq. Asst. Manager:—L. Tse Fong, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of 3 per cent. per annum and on Fixed Deposits at the following rates:—

## THE BANK OF CHINA

(Specially authorized by Presidential Mandate of the Republic of China on the 2nd of November, 1917.)

Authorized Capital ... \$80,000,000.00

Paid-up Capital ... 12,378,800.00

Reserve Funds ... 2,197,400.00

HEAD OFFICE—PEKING

HONGKONG BRANCH:—20, 21, Connaught Road Central. Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers:—The National Provincial and Union Bank of England, Ltd. New York Bankers:—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months ... 3% per annum.

For 6 months ... 4% per annum.

For 12 months ... 5% per annum.

TSUYEE HUI, Manager.

Hongkong, February 8th, 1920. [64]

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1823. HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000

Reserve Fund ... £2,000,000

Reserve Liability of Proprietors £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

L. CROCKATT, Manager.

Hongkong, March 27th, 1920. [65]

## THE INDUSTRIAL &amp; COMMERCIAL BANK, LTD.

Head Office:—4, Des Vœux Road Central. Bankers Branch:—Pavilion Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear interest at Rates 3%, 4%, 5%, 6%, 7%, 8%, 9%, 10%, 11%, 12%, 13%, 14%, 15%, 16%, 17%, 18%, 19%, 20%, 21%, 22%, 23%, 24%, 25%, 26%, 27%, 28%, 29%, 30%, 31%, 32%, 33%, 34%, 35%, 36%, 37%, 38%, 39%, 40%, 41%, 42%, 43%, 44%, 45%, 46%, 47%, 48%, 49%, 50%, 51%, 52%, 53%, 54%, 55%, 56%, 57%, 58%, 59%, 60%, 61%, 62%, 63%, 64%, 65%, 66%, 67%, 68%, 69%, 70%, 71%, 72%, 73%, 74%, 75%, 76%, 77%, 78%, 79%, 80%, 81%, 82%, 83%, 84%, 85%, 86%, 87%, 88%, 89%, 90%, 91%, 92%, 93%, 94%, 95%, 96%, 97%, 98%, 99%, 100%.

## HONGKONG AND SHANGHAI BANKING CORPORATION

Paid-up Capital ... \$15,000,000

Reserve Funds:—

Sterling ... \$1,500,000

Silver ... \$23,000,000

Reserve Liability of Proprietors \$15,000,000

Board of Directors:

Hon. Mr. E. V. D. PAIR—Chairman.

A. H. COMPTON, Esq.—Deputy Chairman.

G. M. DOWELL, Esq., Hon. Mr. J. Johnston, G. T. M. EDWARDS, Esq., A. O. LANG, Esq., A. S. GUBBAY, Esq., W. L. PATTERSON, Esq., Hon. Mr. P. H. HOLYOAK, J. A. FLUMMER, Esq.

Chief Manager: Hongkong—N. J. STABB, Esq.

Acting Manager: Shanghai—G. H. STUTT, Esq.

LONDON BANKERS: LONDON COUNTY AND WESTMINSTER &amp; PARLIAMENTARY BANK, LIMITED.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

N. J. STABB, Chief Manager.

Hongkong, May 18th, 1920. [66]

## BANQUE DE L'INDO-CHINE (FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.

Capital ... Frs. 40,000,000

Reserves ... 50,000,000

BRANCHES AND AGENCIES:

Bangkok, Hongkong, Saigon, Batavia, Manilla, Shanghai, Canton, Moupin, Nankin, Peking, Tientsin, Hankow, Fom-Peah, Pondichery, Hanoi.

BANKERS:

FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd. Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan &amp; Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

L. BERENDOAGUE, Manager.

Hongkong, December 1st, 1919. [79]

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